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ve to it. He did not claim that the division was not endeavored to shadow out was absolutely correct; in fact, he said that in that extent, a more estimate, varying according to the views that he had formed, to bear upon the subject. But he was not made and maintained that some division should be made, in endeavoring to lay before the people that he believed to be an equitable division of that money, by the sale of the lands, before we had these massive land sales, the whole of the money that the year year entered into the public accounts of that year was devoted to, because part of the expenditure of that year was devoted to the opening of roads and bridges so as to bring the very lands by demand, and especially in the survey of the lands themselves, and the survey of the lands themselves. Whether his was a fair division of the lands themselves, purported to be a division, and one that he had trusted to the people, would keep in view, unless they could substitute some other principle, which he thought he intended for was that only a part of the principle which was that year's land sales should be considered as ordinary revenue, and the other part should be considered as extraordinary revenue.

into the accounts as they were now before them. He had in a great measure forgotten the distinction which would have been made by the law, if they had more jealously watched that the distinction would have been relieved from difficulties into which, in the present circumstances, they were standing on the verge of. He would ask them whether the money received for the sales of land since the year 1874 had been put to the use for which the estimates before them had been made. Taking the estimates before them, he would find that the sales of land since 1874 had produced more than £1,000,000, and that more than half of that sum had been expended in the purchase of land. He would find that the sales of land since 1874 had produced more than £1,000,000, and that more than half of that sum had been expended in the purchase of land. He would find that the sales of land since 1874 had produced more than £1,000,000, and that more than half of that sum had been expended in the purchase of land.

not necessary to carry on the survey of the country, and a small sum was applicable to be included in the ordinary revenue of the Government. The amount which he had already advanced. For instance, during the first three years from 1874 to 1876, the amount represented by the land revenue was about £100,000, while he had formerly the land revenue was about £100,000, while the departmental expenses were over £400,000. Then he found that the expenditure in those three years was £3,394,000, and we made a provision for some time to come for £1,077,000 of the public debt. That was one of the very best purposes to which the proceeds of these sales and the interest thereon were expended, £1,500,000 in the direction of buildings and works, and the rest in up of bridges and other public works; and we had at the end of 1878—two years subsequently. Our accounts showed £1,485,000 as the accumulated surplus. That was the position of our accounts at the end of 1878. At the end of 1878—two years subsequently. Our accounts showed by the statements of the two gentlemen who were then Treasurer to be about £2,400,000 in round numbers. They said that the surplus had increased during those two years only by the sum of about one million sterling. Well, during those two years we had been making considerable loans which we received no less than £4,153,000. We cared not

inquire at those who bore the blame lay in this state of things; and perhaps had we not been some portion of the blame ourselves. It was not till after the trial that we were perfectly willing to acknowledge it. But he thought we had all been to some extent blinded by our prejudice, and that we could only now see the facts standing out in the face of our surmise. He had devoted his life down to a very small sum as compared to the proceeds of the trial. In looking back over the accounts we found that out of four millions we had expended three millions, and had only accumulated one million sterling, and we had expended the other three millions. Whether the principle was right or wrong, we could not say, but we thought it would be found that that we were not bound to keep it up, and that when hon. members came to look at the ultimate result, they would be prepared to admit that we had not been right. We had expended three-fourths of all the land sales we received. He was aware that a large portion of the three millions had been expended in the purchase of land, and, besides, we had made the greater benefit of expenditure upon works which, however beneficial they may have been in particular districts, were not in the slightest degree of general utility. He was not at all disposed to rooks upon which we had split. Had we devoted a

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\$800,000 of the proceeds of land sales. It was extremely difficult to follow out all these questions in detail, but any one member would want to see the public accountants and the accountants would find that the result which he had mentioned was substantially correct. This was not a question of the expenditure of money, but of the continuation for another two or three years the whole of our surplus would be gone. We should have paid with enormous tracts of land, and we should have had to pay for the land, and we should have had to pay the debts paid off and a few roads and bridges opened up in various parts of the country. He asked hon. members to consider the fact that the Government had made a considerable improvement had taken place. One Government followed another in a happy-go-lucky sort of style, and it seemed to him that money had come into our hands faster than we could get it out. He thought that the Government had been very successful in this respect, but that the Government had not and this had been interpolated an account of the accumulated surpluses. There were no new items in this account. It was not going to be a new account, but a desirable alteration to the account in this form or not; but the account had had this effect upon his mind, that it reduced the account for 1879 into a narrow position. The surplus, or at all events any increase

to him, had departed, and that was the painful fact revealed in this mode of keeping accounts. The impression that was laid upon the mind of the Treasurer was the impression that there was still an enormous surplus in existence; but the way in which the Treasurer had kept his accounts had revealed this surplus as a mere fiction. The accounts of the year 1878 were expended with the exception of £126,000. On examining the surplus, account No. 3, we found that a very large number of items were taken out of the account, before we got to the estimates for 1879 really did not contain any such of what he would call extraordinary expenditure as we have seen in the accounts of the year 1878. It was necessary to satisfy ourselves as to whether there was a surplus of this £126,000 of surplus or not, it became necessary to examine into the account of revenue No. 4. We discovered that the £126,000 of surplus was not really derived from the sale of lands during the year 1878. When on the other side of the ledger he heard that the financial troubles of the Government were so great, that the Government of England's dominions, and were extended even to this country—when he found there were complaints coming home, mail after mail, of the distress of trade, and the distress of the people, and that the Government of England was rather straitened to find that there was a prospect

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REVIEW

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Drugs, Haberdashery, &c.**GREAT ADVANTAGE.**

READY TO IMMEDIATE WEAR.
AT THE NEWLY OPENED
GEO. STREET, opposite Market,
A NUMBER OF VERY FINE COSTUMES.
In order to accommodate VISITORS TO THE CEMENTWORK,
we have a large stock of BLACK LUSTRE COSTUMES,
Trimmed very tastefully with satin,
and almost every variety of dress.
These are all ready to PUT ON,
and are very cheap.
Also a number of VERY FINE DRESSES,
in COLOURED LUSTRE COSTUMES, ready to wear.

BLACK KILTS, COLOURED HATS, AND CHINA COSTUMES,
all ready to wear.
We would also remind our patrons that we are
SHIPPING VERY FINE
KNITTING BONNETS,
In every conceivable SHAPE AND COLOUR,
Beautifully Finished and Trimmed.
A NICE COLLECTION OF MOVING MILLINERY,
Beautifully Trimmed and Ready to Wear.

LADIES' BOOTS. LADIES' SHOES.
JUST OPENED AT LLOYD'S
FRENCH BOOTS AND SHOES, 111, GEORGE STREET,
A BEAUTIFUL ASSORTMENT OF LADIES' FRENCH GLACE
KILTS, BOOTS, AND CHILDREN'S BOOTS, ADAPTED FOR PRESENT SEASON,
VERY INEXPENSIVE.

RAIL BUTTONS, BOOTS AND SHOES.
IN WHITE AND COLOURED BRONZE, AND
GLACE KILTS, BOOTS AND SHOES,
VERY CHOICE.

Horses and Vehicles.
BAY BUGGY and safety Horse, 214; spring-cart Horse,
215; and 216 Horse, 217. KNIGHT.
SPRING Van and Harness, 218; new Spring-cart,
219; and 220 Horse, 221. KNIGHT.
LIGHT BUGGY, 222; light Wagon, 223;
224; and 225 Horse, 226. KNIGHT. 227; and 228
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1178; and 1179 Horse, 1180. KNIGHT. 1181; and 1182
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1184; and 1185 Horse, 1186. KNIGHT. 1187; and 1188
new Double Buggy, 1189; new spring-cart Wagon,
1190; and 1191 Horse, 1192. KNIGHT. 1193; and 1194
new Double Buggy, 1195; new spring-cart Wagon,
1196; and 1197 Horse, 1198. KNIGHT. 1199; and 1200
new Double Buggy, 1201; new spring-cart Wagon,
1202; and 1203 Horse, 1204. KNIGHT. 1205; and 1206
new Double Buggy, 1207; new spring-cart Wagon,
1208; and 1209 Horse, 1210. KNIGHT. 1211; and 1212
new Double Buggy, 1213; new spring-cart Wagon,
1214; and 1215 Horse, 1216. KNIGHT. 1217; and 1218
new Double Buggy, 1219; new spring-cart Wagon,
1220; and 1221 Horse, 1222. KNIGHT. 1223; and 1224
new Double Buggy, 1225; new spring-cart Wagon,
1226; and 1227 Horse, 1228. KNIGHT. 1229; and 1230
new Double Buggy, 1231; new spring-cart Wagon,
1232; and 1233 Horse, 1234. KNIGHT. 1235; and 1236
new Double Buggy, 1237; new spring-cart Wagon,
1238; and 1239 Horse, 1240. KNIGHT. 1241; and 1242
new Double Buggy, 1243; new spring-cart Wagon,
1244; and 1245 Horse, 1246. KNIGHT. 1247; and 1248
new Double Buggy, 1249; new spring-cart Wagon,
1250; and 1251 Horse, 1252. KNIGHT. 1253; and 1254
new Double Buggy, 1255; new spring-cart Wagon,
1256; and 1257 Horse, 1258. KNIGHT. 1259; and 1260
new Double Buggy, 1261; new spring-cart Wagon,
1262; and 1263 Horse, 1264. KNIGHT. 1265; and 1266
new Double Buggy, 1267; new spring-cart Wagon,
1268; and 1269 Horse, 1270. KNIGHT. 1271; and 1272
new Double Buggy, 1273; new spring-cart Wagon,
1274; and 1275 Horse, 1276. KNIGHT. 1277; and 1278
new Double Buggy, 1279; new spring-cart Wagon,
1280; and 1281 Horse, 1282. KNIGHT. 1283; and 1284
new Double Buggy, 1285; new spring-cart Wagon,
1286; and 1287 Horse, 1288. KNIGHT. 1289; and 1290
new Double Buggy, 1291; new spring-cart Wagon,
1292; and 1293 Horse, 1294. KNIGHT. 1295; and 1296
new Double Buggy, 1297; new spring-cart Wagon,
1298; and 1299 Horse, 1300. KNIGHT. 1301; and 1302
new Double Buggy, 1303; new spring-cart Wagon,
1304; and 1305 Horse, 1306. KNIGHT. 1307; and 1308
new Double Buggy, 1309; new spring-cart Wagon,
1310; and 1311 Horse, 1312. KNIGHT. 1313; and 1314
new Double Buggy, 1315; new spring-cart Wagon,
1316; and 1317 Horse, 1318. KNIGHT. 1319; and 1320
new Double Buggy, 1321; new spring-cart Wagon,
1322; and 1323 Horse, 1324. KNIGHT. 1325; and 1326
new Double Buggy, 1327; new spring-cart Wagon,
1328; and 1329 Horse, 1330. KNIGHT. 1331; and 1332
new Double Buggy, 1333; new spring-cart Wagon,
1334; and 1335 Horse, 1336. KNIGHT. 1337; and 1338
new Double Buggy, 1339; new spring-cart Wagon,
1340; and 1341 Horse, 1342. KNIGHT. 1343; and 1344
new Double Buggy, 1345; new spring-cart Wagon,
1346; and 1347 Horse, 1348. KNIGHT. 1349; and 1350
new Double Buggy, 1351; new spring-cart Wagon,
1352; and 1353 Horse, 1354. KNIGHT. 1355; and 1356
new Double Buggy, 1357; new spring-cart Wagon,
1358; and 1359 Horse, 1360. KNIGHT. 1361; and 1362
new Double Buggy, 1363; new spring-cart Wagon,
1364; and 1365 Horse, 1366. KNIGHT. 1367; and 1368
new Double Buggy, 1369; new spring-cart Wagon,
1370; and 1371 Horse, 1372. KNIGHT. 1373; and 1374
new Double Buggy, 1375; new spring-cart Wagon,
1376; and 1377 Horse, 1378. KNIGHT. 1379; and 1380
new Double Buggy, 1381; new spring-cart Wagon,
1382; and 1383 Horse, 1384. KNIGHT. 1385; and 1386
new Double Buggy, 1387; new spring-cart Wagon,
1388; and 1389 Horse, 1390. KNIGHT. 1391; and 1392
new Double Buggy, 1393; new spring-cart Wagon,
1394; and 1395 Horse, 1396. KNIGHT. 1397; and 1398
new Double Buggy, 1399; new spring-cart Wagon,
1400; and 1401 Horse, 1402. KNIGHT. 1403; and 1404
new Double Buggy, 1405; new spring-cart Wagon,
1406; and 1407 Horse, 1408. KNIGHT. 1409; and 1410
new Double Buggy, 1411; new spring-cart Wagon,
1412; and 1413 Horse, 1414. KNIGHT. 1415; and 1416
new Double Buggy, 1417; new spring-cart Wagon,
1418; and 1419 Horse, 1420. KNIGHT. 1421; and 1422
new Double Buggy, 1423; new spring-cart Wagon,
1424; and 1425 Horse, 1426. KNIGHT. 1427; and 1428
new Double Buggy, 1429; new spring-cart Wagon,
1430; and 1431 Horse, 1432. KNIGHT. 1433; and 1434
new Double Buggy, 1435; new spring-cart Wagon,
1436; and 1437 Horse, 1438. KNIGHT. 1439; and 1440
new Double Buggy, 1441; new spring-cart Wagon,
1442; and 1443 Horse, 1444. KNIGHT. 1445; and 1446
new Double Buggy, 1447; new spring-cart Wagon,
1448; and 1449 Horse, 1450. KNIGHT. 1451; and 1452
new Double Buggy, 1453; new spring-cart Wagon,
1454; and 1455 Horse, 1456. KNIGHT. 1457; and 1458
new Double Buggy, 1459; new spring-cart Wagon,
1460; and 1461 Horse, 1462. KNIGHT. 1463; and 1464
new Double Buggy, 1465; new spring-cart Wagon,
1466; and 1467 Horse, 1468. KNIGHT. 1469; and 1470
new Double Buggy, 1471; new spring-cart Wagon,
1472; and 1473 Horse, 1474. KNIGHT. 1475; and 1476
new Double Buggy, 1477; new spring-cart Wagon,
1478; and 1479 Horse, 1480. KNIGHT. 1481; and 1482
new Double Buggy, 1483; new spring-cart Wagon,
1484; and 1485 Horse, 1486. KNIGHT. 1487; and 1488
new Double Buggy, 1489; new spring-cart Wagon,
1490; and 1491 Horse, 1492. KNIGHT. 1493; and 1494
new Double Buggy, 1495; new spring-cart Wagon,
1496; and 1497 Horse, 1498. KNIGHT. 1499; and 1500
new Double Buggy, 1501; new spring-cart Wagon,
1502; and 1503 Horse, 1504. KNIGHT. 1505; and 1506
new Double Buggy, 1507; new spring-cart Wagon,
1508; and 1509 Horse, 1510. KNIGHT. 1511; and 1512
new Double Buggy, 1513; new spring-cart Wagon,
1514; and 1515 Horse, 1516. KNIGHT. 1517; and 1518
new Double Buggy, 1519; new spring-cart Wagon,
1520; and 1521 Horse, 1522. KNIGHT. 1523; and 1524
new Double Buggy, 1525; new spring-cart Wagon,
1526; and 1527 Horse, 1528. KNIGHT. 1529; and 1530
new Double Buggy, 1531; new spring-cart Wagon,
1532; and 1533 Horse, 1534. KNIGHT. 1535; and 1536
new Double Buggy, 1537; new spring-cart Wagon,
1538; and 1539 Horse, 1540. KNIGHT. 1541; and 1542
new Double Buggy, 1543; new spring-cart Wagon,
1544; and 1545 Horse, 1546. KNIGHT. 1547; and 1548
new Double Buggy, 1549; new spring-cart Wagon,
1550; and 1551 Horse, 1552. KNIGHT. 1553; and 1554
new Double Buggy, 1555; new spring-cart Wagon,
1556; and 1557 Horse, 1558. KNIGHT. 1559; and 1560
new Double Buggy, 1561; new spring-cart Wagon,
1562; and 1563 Horse, 1564. KNIGHT. 1565; and 1566
new Double Buggy, 1567; new spring-cart Wagon,
1568; and 156

